

THE CHINA MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4327. 號五十月五年七十七百八千一英

HONGKONG, TUESDAY, MAY 15, 1877.

日三初月四年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTH, Ludgate Circus, E. C. BATES, HENDY & Co., 2, Old Jewry, E. C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

NEW YORK:—ANDREW WILD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

CHINA:—SWATOW, QUEEN & CAMPBELL, Amoy, WILSON, NICHOLS & Co., Foochow, HEDDERLEY & Co., Shanghai, LAMB, CRAWFORD & Co., and KELLY & WILSON, Manila, O. HAINES & Co., Macao, L. A. DA GRAGA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAY-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. KOPPEL, Esq. Deputy Chairman—E. D. SASSOON, Esq. E. R. BELLIS, Esq. WILHELM REINERS, Esq. W. H. FORBES, Esq. Ed. TOBIN, Esq. H. W. KESWICK, Esq. A. MOLYER, Esq.

CHIEF MANAGER.

Hongkong, J. THOMAS JACKSON, Esq. Manager.

Shanghai, E. WEN CAMERON, Esq. LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—For 6 months, 2 per cent. per annum. " 12 " 3 " " " " " 12 " 5 " " " " " 12 " 5 " " " " " 12 " 5 " " " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, March 29, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs MELOHERS & Co. to sell by Public Auction, on

SATURDAY,

the 19th of May next, at Noon, on the Premises, under a power contained in a Bill of Sale dated the 18th day of December, 1874, given by THOMAS THORNTON, ANTHONY, and CARL HEINRICH EIBERT SEIMUND, lately carrying on Business in this Colony, as Shipchangers and Storekeepers, under the Style or Firm of BROADBENT, ANTHONY & Co., ALL the STOCK-IN-TRADE, FURNITURE, and EFFECTS being in and upon the Premises No. 62, Praya Central, lately occupied by the said Firm of BROADBENT, ANTHONY & Co.

Also, THE GOODWILL of the said Business. Terms.—Cash on delivery.

LAMBERT, ATKINSON & Co.,

Auctioneers.

Hongkong, April 26, 1877. my10

Intimations.

COMMENCING with the "GALLIOT" leaving Hongkong on the 2nd June, and until further notice, the Company's Mail Steamers from China will proceed to London via Suez Canal, calling at Southampton to land Passengers and Mails.

ADAM LIND,

Superintendent.

Hongkong, May 14, 1877. je8

NOTICE.

WE, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-ship UTAH SING (plying between Peddar's Wharf and Tsim-sa-shui), by Mr. BUXON, will expire on the 30th Instant, after which date the said Launch will ply on the same route on our own account, having no connection whatever with the late Charterer. The Fare will be as usual until further notice.

WING KEE & Co.,

Prays Central.

Hongkong, April 30, 1877. my20

Intimations.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,

General Agents.

Hongkong, May 1, 1877. sel

DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION:

8 a.m. to 4 p.m.

No. 1, Alexandra Terrace.

Hongkong, April 4, 1877.

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE CO., of 20, Old Broad Street, LONDON.

By Order of the Proprietors,

WILLIAM HUNT, Secretary.

187, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE CO.

20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £340,000.

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. MOLYER as its AGENT in HONGKONG.

By Order of the Board of Directors,

ROBERT J. LODGE, Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. MOLYER,

Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. au17

FRAUD!!!

A REWARD OF \$200.

IT Having come to our knowledge that some unscrupulous men have been obtaining Business from our Customers in our Name "ATOK," causing much inconvenience both to ourselves and Customers, we beg to notify the Public that in giving their orders to us, they should take care that they are given to our proper representative known as "ATOK," or to persons who will exhibit our Trade Card. We also hereby offer a REWARD of \$200 to any one who shall give such information as shall lead to the prosecution and conviction of those unscrupulous men who obtain Business from our Customers by the false assumption of OUR NAME.

ATOK,

Tailor, Corner of Wellington, and Wyndham Streets.

Hongkong, May 8, 1877. my17

Now Ready.

"THE CHINA REVIEW," No. 6, Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Chinese Natural Theology. Notes on Chinese Grammar. Deer-Stalking in China (Continued from page 224.)

Chinese Etymology, with a List of Primitive and Key to Shwo-Wen.

Brief Sketches from the Life of K'ung-ming. On the Twenty-eight Constellations. Short Notices of New Books and Literary Intelligence. Collectanea Bibliographica. Notes and Queries.

The "King Kiao" or Nestorian Religion. The Shan of the King of Chu. Tonic Solfa Notation in China. Rites & Customs. Domestic Fictions. Do. Do.

Boop's Fables in Sanskrit and Chinese. Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, May 14, 1877.

For Sale.

LANDED EX S. S. "SCINDIA," &c.

Mixed PICKLES. White ONIONS. PICCALILLI. CHOW CHOW. Assorted SAUCES. Potted MEATS. Anchovy PASTE. Yarmouth BLOATERS. Tinned VEGETABLES. Wiltshire Preserved BACON. PATE DE FOI GRAS. CHAMPIGNONS. Worcester SAUCE. Kipper HERRINGS. Fintoon HADDOKS. HERRINGS & LA SARDINES. OXFORD SAUSAGES. Mince MEAT. OX TONGUES in Jelly. Corned OX TONGUES. Smoked OX TONGUES. Bologna SAUSAGES. JAMS and JELLIES. Tart FRUITS. Assorted SOUPS. Sausage MEAT. Jugged HARE.

WINE. Saccone's Pale Dry SHERRY. Do. Invalid's PORT. Hunt's PORT. Krug's CHAMPAGNE. Heidsieck's Do. Pommeroy & Greno's Do. Sparkling & Still HOCK. Do. MOSELLE. SPIRITS. Hennessy's BRANDY. Courvoisier's Do. La Grande Marque Do. Rorer Gullot & Co. Do. S. Board's "Old Tom." "Allsopp's" Brandy. "A.V.E." GIN. Old Irish WHISKY. "Rosal Glendoe" Do. Bass' PALE ALE, qts. Do. Do. Guinness STOUT, qts. Do. Do. "Allsopp's" Brandy. Draught PORTER. Aitken's Falkirk ALE. Combs & Co.'s STOUT. CLARETS, in Great Variety, Bulk and Bottled.

MacEWEN, FRICKEL & Co.

Hongkong, May 14, 1877. my28

JUST RECEIVED.

FRESH DRUGS, CHEMICALS, PATENT MEDICINES.

A MYCOS.—The increasing demand for this excellent Toilet Requisite, has induced the Undersigned, to make arrangements with the Proprietors to send on a regular supply. LIME JUICE.—Government Stamped, the Undersigned is prepared to supply this Article in retail or wholesale quantities.

The Advertiser solicits a trial order for his "Eradicated Waters," which he feels convinced will give satisfaction both as to price and quality.

W. BALL, Proprietor, China Dispensary. Hongkong, May 9, 1877. my18

FOR SALE, THE IRON SCREW STEAMER "ALBA." THE above Steamer was Built in Glasgow in 1872 by Messrs DOBBIE & Co., under special survey of LLOYD'S, and Her MACHINERY and BOILER were made by Messrs JAMES HENDERSON & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1875, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHARF DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons. CLASS.—Built to Class 100 A at Lloyd's. RIG.—Brig Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet). DRAFT.—Light 9 feet; Loaded 12½ feet. SPEED.—Eight knots on consumption of 8½ to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals. CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 80 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINDMILL.—One Steam Windmill with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY, Hongkong, March 29, 1877.

FOR SALE, A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface Condenser and Tubular Boiler. Consumption, 2 Tons per 24 Hours.

The Engine is quite new, was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturges, Manila.

Particulars may be obtained on application to MORRIS & RAY, Hongkong, March 29, 1877.

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Particulars may be obtained on application to MORRIS & RAY, Hongkong, March 29, 1877.

Shipping.

Steamers.

FOR AMOY & TAMSUI. The Steamship "TAIWAN," Captain M. YOUNG, will be despatched for the above Ports on WEDNESDAY, the 16th Instant, at Noon. For Freight or Passage, apply to DOUGLAS LAFLAIRE & Co. Hongkong, May 14, 1877. my16

FOR SINGAPORE, PENANG AND CALCUTTA. The Steamship "VENICE," Capt. RHODE, will leave for the above Ports on THURSDAY, the 17th Instant, at 3 p.m. Despatches will close at 2.30 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, May 11, 1877. my17

FOR SINGAPORE, PENANG AND CALCUTTA. The Steamship "ARABIAN APOLAR," Capt. MACFARLANE, will leave for the above Ports on THURSDAY Next, the 17th Instant, at 3 p.m. Despatches will close at 2.30 p.m. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, May 10, 1877. my17

FOR YOKOHAMA. The British Steamer "TEVIOT," Capt. LANGLEY, shortly expected from SINGAPORE, will have quick despatch as above. For Freight, apply to MELOHERS & Co., Agents. Hongkong, May 12, 1877. my19

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE. (Calling off the usual Coast Ports to land Mails and Passengers.) The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE," will be despatched as above on TUESDAY, the 22nd Instant, at Noon. For Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, May 14, 1877. my22

FOR SHANGHAI. The British Steamer "SCINDIA," Capt. LANGLEY, shortly expected from SINGAPORE, will load here and have quick despatch. For Freight or Passage, apply to MEYER & Co. Hongkong, May 10, 1877.

Sailing Vessels.

FOR NEW YORK. The A 1 American Ship "THOMAS LOR," SHALL, Master, will load here and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 26, 1877.

FOR NEW YORK. The A 1 American Ship "NEW ERA," SAYER, Master, will load here and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 27, 1877.

FOR NEW YORK. The A 1 American Bark "ALBERT RUSSELL," Captain CANYER, will load here and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 20, 1877.

FOR SAN FRANCISCO. The A 1 American Bark "ROSETTA McNEIL," BROWN, Master, will load here and will have immediate despatch as above. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, April 14, 1877.

Shipping.

Sailing Vessels.

FOR MELBOURNE & SYDNEY. The A 1 British Barque "NOVELTY," Captain COLLYER, having the greater portion of her Cargo engaged, will have quick despatch as above. For Freight or Passage, apply to ROZARIO & Co. Hongkong, May 10, 1877.

FOR SYDNEY & MELBOURNE. The A 1 American Barque "ELENA," Captain SNOW, having most of her Cargo engaged, will have quick despatch as above. For Freight, apply to RUSSELL & Co. Hongkong, May 10, 1877. je10

FOR LONDON. The A 1 Clipper Ship "NYASSA," GARRICK, Master, will have quick despatch as above. For Freight, apply to Wm. PUSTAU & Co., Agents. Hongkong, April 11, 1877.

FOR LONDON. The A 1 British Ship "LALLA ROUGH," HENDER, Master, will load here and have quick despatch. For Freight, apply to MEYER & Co. Hongkong, April 28, 1877.

FOR LONDON. The A 1 British Clipper Ship "LEUCADIA," MEARNS, Master, will load here and have quick despatch. For Freight, apply to MEYER & Co. Hongkong, April 20, 1877.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. A. V. A.

NOTICE.

CONSIGNEES of Cargo per S. S. "Coppernic," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, at 10 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after FRIDAY, the 18th Inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUY, Agent. Hongkong, May 12, 1877. my18

STEAMSHIP SCINDIA, FROM LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified, that the Cargo will be landed and stored at their risk into the Godowns of the Undersigned (the Hongkong Wharf and Godowns, Wanchi), whence and from the Wharf or Boats delivery may be obtained.

Goods remaining in store after the 21st Instant will be subject to rent.

Optional Cargo will be sent on, unless notice to the contrary be received before 2 p.m. To-day.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by MEYER & Co., Agents. Hongkong, May 14, 1877. my23

NOTICE TO CONSIGNEES.

THE BRITISH SHIP CARRIERS, FROM LONDON.

CONSIGNEES of Cargo by the above named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co. Hongkong, May 19, 1877.

TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

THE BUSINESS of this Company was Resumed immediately after the FIRE. Vessels will obtain the usual Despatch and Coal Supplies.

E. M. SMITH, Manager. April 23, 1877. my24

NOTICES OF FIRMS.

NOTICE.
WE have This Day Opened a Branch of our Firm at AMOY. Mr F. F. BIRWELL will act as our AGENT, at that Port.

RUSSELL & Co.
Hongkong, May 1, 1877. je2

NOTICE.
MR. WILHELM CARL ENGELBRECHT von PUSTAU, Junior, and Mr CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,
Hongkong, Canton, Shanghai.
Hongkong, April 16, 1877. jy10

NOTICE.
I HAVE This Day Established myself as SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED.
Hongkong, April 20, 1877. my20

NOTICE.
MR. EDWARD BURNIS will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices,
and Lloyd's Register of Shipping,
2, Club Chambers,
Hongkong, March 17, 1877. se18

VICTORIA DISPENSARY.
ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-signed.

WM. CRICKSHANK,
Manager.
Hongkong, November 21, 1876.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ROBINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.
ROSETTA, British barque, Captain Brown.—Vogel, Hagedorn & Co.
NYASSA, British ship, Captain W. S. Garriock.—Douglas Lapraik & Co.

TULLOCHGROOM, British 3-m. schooner, Captain Mason.—Wider & Co.
NELSON, British steamer, Capt. Thomas Staples.—Jardine, Matheson & Co.

HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.
VISTA, German barque, Captain R. Dirks.—Melchers & Co.

HANNAH & MARY, British barque, Capt. A. Smith.—Order.
TEWESBURY L. SWEAT, American barque, Captain Wm. Griffin.—Meyer & Co.

To-day's Advertisements.

FOR SWATOW, AMOY & FOCHOOW.
The Steamship
"YESSO,"
Capt. S. ASHTON, will be despatched for the above Ports TO-MORROW, the 16th instant, at 10 a.m., instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, May 15, 1877. my16

FOR SHANGHAI.
The Steamship
"AMOI,"
G. H. DREWIS, Master, will be despatched for the above Port TO-MORROW, the 16th instant, at 4 p.m.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, May 15, 1877. my16

FOR SWATOW, AMOY & FOCHOOW.
The British Steamer
"KILLARNEY,"
Capt. H. O'NEILL, will be despatched for the above Ports on SATURDAY, the 19th inst., at 3 p.m.
For Freight or Passage, apply to
AH YON.
Hongkong, May 15, 1877. my19

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on
FRIDAY,
the 18th May, 1877, at Noon,—
Crockery Ware, Dinner, Dessert, Cheese, and Soup Plates, Side Dishes, Meat and Baking Dishes, Soup Tureens, Mugs, Tea Cups and Saucers, Toilet Sets, &c.
Perfumery, Hair Oil, Pomatum, Soap, Cologne Water, &c.
Stationery, Letter and Note Paper, Envelopes, Steel Pens and Pencils.
Cotton Stocks, Tooth Brushes, Silk Umbrellas, Tea Sets, Table Knives, and Sundries.

Also,
1 Iron Water Tank.
1 Light 2-oared Rowing Boat, with Oars, Masts, Sails, &c.
And
1 Grey Australian HORSE.
Terms of Sale.—Cash before delivery in Mexican Dollars, weighed at 7 1/2. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
Hongkong, May 15, 1877. my18

SHIPPING.

ARRIVALS.
May 16, June, H. M. man-of-war, 900, Lt. A. H. Boldero (Commanding), Singapore April 30.
May 15, Amoy, British steamer, from Canton.
May 15, Eudoxie Adolphine, French brig, from Whampoa.

DEPARTURES.
May 15, Alina, for Keelung.
15, Wealthy Pendleton, for Keelung.
15, Arabella, for Swatow.
15, Norma, for Swatow.
15, Irene, for Newchwang.
15, City of Peking, for Yokohama and San Francisco.

CLEARED.
Yesso, for Coast Ports.
Peronia, for Saigon.
Amoy, for Shanghai.
Beethoven, for Keelung.
Anchises, for London, &c.
St. Joseph, for Bangkok.

PASSENGERS.
DEPARTED.
Per Amoy, for Shanghai, Mr and Mrs Deestgen, and Mr Marchise.
Per City of Peking, for San Francisco, Capt. N. B. Palmer, Mr and Mrs Palmer, 8 Steerage, and 1,000 Chinese.
Per Yokohama, 8 Steerage.
Per Arabella, for Swatow, 2 Chinese.
TO DEPART.
Per Anchises, for London, Mr Wm. Malcolm. For Straits, 142 Chinese, and 2 Distressed Seamen.
Per Peronia, for Saigon, 100 Chinese.
Per Amoy, for Shanghai, 2 Europeans, and 50 Chinese.

SHIPPING REPORTS.
None.

POST OFFICE NOTIFICATIONS.

MAILS will close:—
For SWATOW, AMOY, & FOCHOOW.—
For YESSO, at 9.30 a.m. To-morrow, the 16th inst., instead of as previously notified.

For AMOY AND TAMSUI.—
For TAIWAN, at 11.30 a.m., on Wednesday, the 16th inst.

For SHANGHAI.—
For AMOY, at 3.30 p.m. To-morrow, the 16th inst.

For AMOY.—
For ALBA, at 9.30 a.m., on Thursday, the 17th inst., instead of as previously notified.

For STRAITS SETTLEMENTS AND CALCUTTA.—
For AFRICA, at 2.30 p.m., on Thursday, the 17th inst.

For SWATOW, AMOY & FOCHOOW.—
For KILLARNEY, at 2.30 p.m., on Saturday, the 19th inst.

MAILS BY THE ENGLISH PACKET.—
The English Contract Packet ZAMBESI will be despatched with the Mails for Europe, &c., on SATURDAY, the 19th instant.

The following will be the hours of closing the Mails, &c.:—

Friday, 18th instant.—
5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the NIGHT Box, which remains open all night.

Saturday, 19th instant.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with Late Box of 18 cents extra postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only, addressed to the United Kingdom via Brindisi or to Singapore, may be posted on board the Packet with Late Box of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.
Hongkong, May 11, 1877. my19

MAILS BY THE TORRES STRAITS PACKET.—
The Australian Contract Packet BRISBANE, will be despatched from Hongkong on TUESDAY, the 22nd inst., with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Koppal Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be Registered after 11.15 a.m.

The Mails will be closed at 11.30 a.m.

Correspondence for New Zealand must be specially directed via Torres Straits, or it will be sent via Galle.

Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

Hongkong, May 14, 1877. my22

MAILS BY THE FRENCH PACKET.—
The French Contract Packet MEIKONG, will be despatched from Hongkong on SATURDAY, the 26th instant, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, May 25th.—
5 p.m., Money Order Office closes. Post Office closes except the NIGHT Box, which remains open all night.

Saturday, May 26th.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.
Hongkong, May 12, 1877. my28

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet OCEANIC will be despatched on MONDAY, the 28th instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post-Office closes.

2.30 p.m. Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Hongkong, May 15, 1877. my28

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Dec. 23, Ino, from Greenock to Swatow.

Dec. 23, John Nicholson, from New York to Shanghai.

Dec. 27, Undine, from London to Shanghai.

Dec. 28, Canaan, from Cardiff to Hongkong.

Jan. 4, C. R. Bishop, from London to Hongkong.

Jan. 11, Windhover, from London to Shanghai.

Jan. 12, Woodhall, from Hamburg to Hongkong.

Jan. 12, Hope, from London to Hongkong.

Jan. 16, Gryte, from Cardiff to Hongkong.

Jan. 18, Batavia, from Hamburg to Hongkong.

Jan. 31, Forward Ho, from London to Shanghai.

Feb. 1, Robert Henderson, from Burryport to Hongkong.

Feb. 2, Polynesia, from Cardiff to Hongkong.

Feb. 6, Carlisle, from Cardiff to Hongkong.

Feb. 8, Daphne, from London to Hongkong.

Feb. 12, Leading Wind, from Antwerp to Hongkong.

Feb. 17, Theresa Bahn, from Cardiff to Hongkong.

Feb. 18, Matthesen, from Cardiff to Hongkong.

Feb. 19, Cactus O., from Cardiff to Hongkong.

Feb. 19, F. P. Lichfield, from Cardiff to Hongkong.

Feb. 19, Malpu, from Cardiff to Hongkong.

Feb. 20, Fenwick, from London to Hongkong.

Feb. 22, Enid, from London to Hongkong.

Feb. 22, Osaka, from London to Hongkong.

Feb. 22, Belled VII, from London to Shanghai.

Feb. 27, Gold Hunter, from Cardiff to Hongkong.

Feb. 28, City of Aberdeen, from London to Shanghai.

Feb. 28, M. M. B. Park, from Sunderland to Singapore and Hongkong.

Feb. 28, J. Ferguson, from Glasgow to Singapore and Hongkong.

March 1, Isles of the South, from Cardiff to Hongkong.

March 1, Brown Brothers, from Cardiff to Hongkong.

March 1, Khedive, from Antwerp to Hongkong.

March 2, Parana, from Cardiff to Hongkong.

March 3, Callor Ou, from Cardiff to Shanghai.

March 4, Nimbus, from Cardiff to Hongkong.

March 4, Jala, from Cardiff to Hongkong.

March 6, Lord Macaulay, from Cardiff to Hongkong.

March 7, Alceste, from Cardiff to Chefoo.

March 10, Sir Lancelot, from London to Shanghai.

March 13, Golden Spur, from Cardiff to Hongkong.

March 15, Antwerp, from London to Hongkong.

March 15, Coldstream, from New York to Shanghai.

March 16, Bessie Morris, from Swansea to Amoy.

March 19, Victoria, from Swansea to Hongkong.

March 19, C. W. Ooshore, from Liverpool to Hongkong.

March 20, Springfield, from Cardiff to Hongkong.

March 20, Warrior, from Cardiff to Hongkong.

March 20, George, from Cardiff to Hongkong.

March 22, Birling (str.), from Cardiff to Hongkong.

March 24, Wigton, from London to Shanghai.

March 25, Teviot (str.), from London to China and Japan.

March 26, May Queen, from Cardiff to Hongkong.

March 27, Scindia, from London to Hongkong.

March 27, Fortuna, from Antwerp to China.

March 28, Isle of Erin, from Greenock, to Shanghai.

MEMOS. FOR TO-MORROW.

Shipping.

10 a.m.—Yesso leaves for Coast Ports.

Noon.—Taiwan leaves for Amoy and Tamsui.

4 p.m.—Amoy leaves for Shanghai.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

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OF

DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

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OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.00 p.m.

MARRIAGE.

On the 3rd April, at the Parish Church, Knaresborough, Yorkshire, by the Rev. Canon Crosthwaite, assisted by the Rev. J. Ramskill, GEORGE MILDRED DARE, of Yokohama, Japan, to ANNE DONORNA CAROLINE, only Child of Edward Knaresborough, Esq., J.P., of the Cloisters, Knaresborough.

THE CHINA MAIL.

HONGKONG, TUESDAY, MAY 15, 1877.

ONE breach after another is gradually being made in the walls of Chinese conservatism, partly through pressure from without, and partly from a voluntary yielding within. Hitherto a little or no personal and friendly intercourse has taken place between the foreign representatives at Peking and the ministers of the Tung-li Yamen. All communication between them has been limited either to official notes or strictly ceremonial visits, the latter of which, so far as visits from the foreign representatives are concerned, took place almost without exception at the Yamen and very seldom at the private residences of the Chinese ministers. Although there have been a few exceptions to such arrangements with respect to other members of the Yamen than the Prince Kung, yet the residence of that exalted official has hitherto been a sanctum sanctorum, never profaned by the tread of the outer "barbarian." We now, however, hear privately from Peking that the Prince has lately issued an official notification to the effect that his private residence as well as the residences of his colleagues in the Yamen will be open at any time to friendly visits on the part of the representatives of the Treaty Powers. Considerable importance will be without doubt attached to this new arrangement for facilitating intercourse between foreigners and Chinese in the Capital. It is said that the change is mainly owing to the diplomatic energy of the German Minister, Mr Von Brandt.

The telegrams published in another column require, perhaps, a little explanation. By Ibraila, where it is said a Turkish ironclad has been sunk with 200 men, is probably meant Ibrail or Ibrailov, an important port on the what may be now termed the Russian side of the Danube. It is about ten miles further up the river than Galatz, at which place a recent telegram told us the Turkish ironclad fleet was stationed, and Galatz is about the same distance higher up the river than Reni, where the Russians are reported by the Turks to have attempted to cross the Danube and to have been defeated with heavy loss in killed, wounded, and prisoners. It is most likely true that a Turkish ironclad has been sunk, for, as we observed on a previous occasion, river fighting must be ticklish work for ironclads, especially in these days of torpedoes and heavy artillery. Diydin is a town at a considerable distance south of Ibrail in Asiatic Turkey, and is not further than the latter town from the frontier. Reports of victories should undoubtedly be received with considerable caution from both sides, and it is not a matter for the slightest surprise that no confirmation of the alleged defeat of the Russians at Reni had been forwarded to London by any of the numerous newspaper correspondents, who are now doubtless busying themselves at the seat of war. We are glad to state that we shall in future be able to place telegrams almost daily before our readers.

General Memoranda.

THURSDAY, May 17.—

3 p.m.—Arratoon Apcar leaves for Sitigapore, Penang and Calcutta.

3 p.m.—Punice leaves for Singapore, Penang and Calcutta.

FRIDAY, May 18.—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

Goods per Ats undelivered after Noon, subject to rent and landing charges.

SATURDAY, May 19.—

Noon.—English Mail leaves for Ports of Call and Europe.

Noon.—Sale of Stock-in-trade of the firm of Broadbear, Anthony & Co.

3 p.m.—Killarney leaves for Coast Ports.

MONDAY, May 21.—

Goods per Scindia undelivered after this date subject to rent.

TUESDAY, May 22.—

Noon.—Brilliant leaves for Singapore, Batavia, Sydney and Melbourne.

sumably to be out of the way of the United States troops, and it may be that the British troops have been sent to look after these runaways. On the other hand it may mean that the regiments have been sent to take care of the Vancouver coaling stations, which we have only to add might prove very useful to English vessels in time of war, and are at the present moment in rather close proximity to some half-a-dozen Russian war vessels.

It is interesting even at this late period to learn something of the views and action adopted by the United States Minister at Peking in regard to the Woosung Railway question. The original promoters of the undertaking were chiefly Americans, but later on it passed into the hands of the British, and very little if anything was heard of the representatives of the United States in the course of the negotiations. A volume of papers upon "The Foreign Relations of the United States for 1876," contains certain despatches from Mr Seward which leave no doubt whatever that Sir Thomas Wade had at least the hearty support of the representative of the United States in the affair. Writing from Hongkong to Mr Bradford on the 2nd February in last year, Mr Seward proceeds to state his views as to the attitude his colleague should assume, in the event of the Chinese objecting to the prosecution of the work, which it then appeared likely they would do. "I am free to say," wrote Mr Seward, "that I sympathise most keenly with the promoters. They are striving to confer a benefit upon China. Their spirit is such that they will be perfectly willing to vary the plans to meet the views of the Chinese, so far as these are founded upon reason or even upon prejudice, which are strongly held, and saving, always, demands to abandon the undertaking. They believe they have a right to build a road over ground which they have bought and paid for. I advise you to co-operate with the British Consul and your colleagues generally in their efforts to secure the peaceable establishment of the line." The most interesting part of the despatch, however, is that in which Mr Seward indicates the line of argument that should be taken by his colleague. It affords us a little insight into the by-ways of diplomacy, and shows what nice the game has to be played. "The arguments which you can best use will be of an expostulatory sort. You may say to the native authorities, why do you object to the enterprise? It is undertaken for the general benefit. It can harm no one. The procedure which has been pursued need not be considered a precedent for the future. You can always interpose treaty stipulations against the buying of lands towards interior points for other enterprises of the sort. By what right do you attempt to interfere with the use of lands acquired by foreigners? Why will you persist in a course which will seem strange and inexplicable to the people of western countries? Such and other considerations of the sort you can freely urge, and always as a last resort say that if they desire to restrain the enterprise the only practical course is to take legal action in the British court. There will be no wisdom in assuming more of right in the premises than we can do with justice. I would avoid any declaration which would call in question the sovereignty of the Emperor over the soil and the right of his Government to control works of a public nature."

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."] (Via Southern Route.)

THE WAR.

London, May 13, 1877.

The Roumanian Chamber of Deputies has adopted a resolution, which authorizes the securing of Roumanian Independence.

The news of the battle of Reni is, up to the present, entirely unconfirmed.

The Russian batteries at Ibrail have sunk a Turkish ironclad with 200 men.

Official despatches from Tiflis announce that Russian troops have arrived at Diydin.

LOCAL AND GENERAL.

THE Kashgar, with the outward English Mail, was to leave Singapore this (Tuesday) morning.

THE O. & S. S. Oceania, from San Francisco April 21st, sailed from Yokohama for Hongkong on the afternoon of the 11th instant.

In the Summary Court to-day, there were only three cases on the list, all of which were against the same defendant. The rest of the suits were either settled or adjourned, so that the Court rose fifteen minutes after sitting, with only one Chinaman as audience.

that he was employed in a cargo boat. He was at the Theatre yesterday, and saw the defendant take the shoes and hand them to another and then run away. The defendant, who simply denied the charge, was sent to 14 days' hard labour.

SUSPICION.

Ng Lew Sow, a house-coller, was charged with having, on the 14th May instant, at Victoria, been suspected of stealing two dollars and twenty cents, the property of the complainant, a petty officer on board H.M.S. *Tamar*, named Thos. U. Scott. As the complainant did not appear, the case was discharged.

"KEEP THY HAND FROM PICKING."

Ng Ahong, a coolie, was charged by Baboo Jadoo, a watchman at the Novelty Works, with having in his possession two shovels belonging to the establishment. He saw the defendant pass by and pick up the things. The defendant said he used to work there and went to take a walk. He was sent to 14 days' hard labour.

NO PASS.

Leong Aman, Wat Ahow, Kwok Ahing, Cheung Afat, Cheung Afook, Chang Aping and Ching Achow, servants, were charged with being out without passes. The last defendant was Inspector Grice's servant, who was sent by his master to take some clothes on board. He was consequently discharged, but the others were fined 25 cents each, or one day's imprisonment.

MORE "NO PASS."

Chun Amo and Luk Chen Yung, house coolies, were charged with being out without passes or lights. They stated that they had lights, but admitted they had no passes. Fined 25 cents each. Chung Aah, a shop-cool, was found in the same plight, but was fined only 10 cents.

A DISTURBANCE.

Mak Ayat, a coal-cool, was charged by Chunda Singh, as follows: The complainant stated that at 7 p.m. yesterday, the defendant was causing a disturbance inside his house. At 8.30 p.m. the same noise was continued. The defendant was threatening stones at his antagonist, but they did not strike anybody. Fined \$3 or 2 days' imprisonment.

MORE DISTURBANCE.

Chun Amo, a prostitute, was charged by P. C. John Maxwell, with making a disturbance in her house at 7 p.m. on the 14th. There appeared to have been a row between the defendant and a seaman about half a dollar. The woman got to the street and made a great noise. The defendant said the man gave her a dollar. Fined \$2, or 2 days' imprisonment.

ILLEGAL SALE OF MERCHANDISE.

Leong Ayik, a hawk, was brought up for having sold salt fish at the Praya. He was caught in this act by Appa Sammy, P. C. No. 653. Fined 50 cents or 2 days' imprisonment.

MORE UNLAWFUL HAWKING.

Chung Ahow, a hawk, was fined 50 cents for hawking salt fish in the street. Chan Ah, a hawk, was fined \$1 for a similar offence.

CUTTING AND WOUNDING.

Alma Rodriguez, a young woman 19 years of age, was again brought up for having cut and wounded her father-in-law. The medical evidence proved a severe wound on the scalp, inflicted by a chopper as alleged. The defendant was sent to two months' hard labour.

DETENTION OF A CHILD.

Hu Chat Shang, a merchant, and Wong Ayow, a woman, were arrested on a warrant for having detained a female child, aged 7 years. It appeared that the first was the purchaser and the second the seller or go-between in the sale. Mr. Breton, who appeared for the 1st prisoner, applied for an adjournment, and the case was consequently adjourned till the 18th inst. but the defendants were admitted to bail in \$500 each.

BAD COINS.

Ho Aohai, a coolie, was charged by Inspector Cameron, with having in his possession a number of bad coins, such as Mexican and other dollars. The base quality of the coins having been proved by the Sheriff of the Court, the case was committed for trial.

THE PROSPECTS OF TURKEY IN THE PRESENT WAR.

In reviewing a book under the above title, lately published by Major Russell, after alluding to former wars, the *Times* says:—

We have now come down to the present time and to the most important part of this volume, its estimate of the comparative power and resources of Russia and Turkey for war, and of the probable results of a conflict between them, taking into account, too, the relations of Europe. As to the military strength of the two nations, Major Russell has largely quoted from papers which appeared some weeks ago in these columns, but he has contributed some additional facts, and his general conclusions are, we think, trustworthy. In the first place, then, no doubt can exist of the superiority at present of Turkey at sea. She possesses, thanks to European loans, 200 excellent ironclads at least, and a considerable fleet of steam transports; and Russia could oppose to these only two monitors and a few frigates, in the Baltic, the only possible theatre of maritime operations in the supposed conflict. On the other hand, the power of Russia on land is so infinitely greater than that of the Porte, that a comparison appears to be almost idle. The armies of the Czar have not yet reached, indeed, the enormous dimensions they will attain when modelled from the Prussian pattern; and there is reason to suppose they are now suffering from the effects inseparable from a change of system. But, in the event of a war with Turkey, Russia, it seems certain, can array on the Pruth 250,000 men at least, with a reserve probably of equal strength, and can send beyond the Caucasus 150,000 more.

and these forces would utterly surpass their antagonists in military efficiency and worth. Against this formidable display of power it is doubtful if the Porte could place in line 100,000 men in Europe, and 100,000 in Asia Minor; and these troops would be, in a great measure, raw levies, ill-trained, and worse officered, and without proper appliances for the field. Nor does even this give a true notion of the relative strength of the supposed belligerents. The Russian armies would be probably swelled by contingents from Servia and Montenegro, and even from the Danubian Provinces; and from 70,000,000 to 80,000,000 souls, and their march on Turkey would be doubtless aided by a rising among its oppressed races. On the other side the Turks could rely only on the Mahomedan element in their dominions; they would depend for their resources in war on a population of 14,000,000; and, like all tyrannical castes, they would find themselves in the hour of danger exposed to the hate and vengeance of millions of injured subjects. From the narrowest military point of view, therefore, Turkey cannot on land be a match for Russia, and if larger considerations are borne in mind, the superiority of Russia is even more decisive.

Looking at these facts simply, we might imagine that a war between these long hostile Powers could at present have no result other than the speedy conquest of the weaker belligerent. But Major Russell shows, on the whole, clearly that even at this time a Russian invasion of Turkey is a critical matter, by no means promising complete success; and, though his conclusions might be more distinct, this is one of the most useful parts of his work. In the first place, the command of the sea by the Turks would prevent a descent on the shores of the Bosphorus, their most serious danger. Von Moltke thought; it would protect Constantinople for a considerable time; it would, to a certain extent, impede a Muscovite advance in Asia Minor, especially as the Straits were approached. It would probably confine the main attack therefore to the vast, difficult, and perilous theatre which extends from the Danube south of the Balkans. But if Russia were obliged to select this line, Austria, as Major Russell correctly points out, could interpose with decisive effect; having the means of throwing a powerful force on the flank and rear of the Russian armies, she holds, it has been aptly said, "the key of the chest; and no matter what Treaties make the Pruth to be an advance from the Pruth to the Balkans, would probably find it expedient to place a strong detachment along the Austrian frontier, which would greatly reduce her powers for invasion. Let us assume, however, that Russia is able to break up from the Pruth with 250,000 men, supported by imposing reserves, and resolves to cross the Danube and assault Turkey, Constantinople being her real object; for no other prize, Major Russell insists, would compensate her for the cost of the effort, and otherwise, in fact, the war would be aimless. Two modes of operating would be then open to her; in all probability, in the case supposed, her army might pass the river at several points, concentrating at or near Hirsova, or it might unite its chief mass near Giurgevo; the advance being in either instance connected, perhaps, with a diversion from the Servian and the Montenegrin frontier. The main body would then make directly for Shumla and the Balkans, while the auxiliary would march on Sophia and descend the valley of the ancient Hebrus; the two columns effecting their junction at a point to the north of Adrianople, and moving thence through the Roumelian plains, backed perhaps by a Christian insurrection, towards the Imperial city which would lie before them. Major Russell evidently thinks that the Turks would scarcely be able unaided to offer an effective resistance to such an invasion. The line of the Danube, he plainly assumes, would have to be given up at once; indeed, otherwise, the proposed plan of assembling divided corps at Hirsova would be obviously contrary to sound principles. The Turks, he believes, would attempt a stand at Shumla, but he does not augur success from the effort; for, besides that the defensive power of Shumla and its intrenched camp has greatly diminished, he has no faith in the Ottoman Army, or in its ability to fight a well-appointed enemy. The barrier of the Balkans, too, he considers, would not be very formidable, the passes are by no means difficult. To make a proper use of these as an obstacle requires a force of a very different kind from the sluggish and feeble Turkish levies, and the range would be almost certainly traversed or turned before long by the hostile mass, which would, it is assumed, advance from Sophia. The celebrated positions on the narrow isthmus at the Chekmeged, near the shores of the Bosphorus, which, it is said, twice saved the Empire of the East, would, no doubt, still afford a line of defence that might be made enormously strong; but if the question depended only on the unsupported power of the Turkish Army, Major Russell does not conceal his opinion that they, too, would at last be carried.

It does not, however, follow from this that the conquest of Turkey would be easy, still less that Russia would succeed in bringing the city of Constantinople within her grasp. Notwithstanding the recent construction of railways—these lines, according to Major Russell, are ill-furnished, and badly designed—the gathering together of the Russian hosts must be an affair of several months; space and distance still weaken the hostile movements and retard the strokes of the North. It is scarcely probable that the 250,000 men required for an invasion of Turkey in Europe could be on the Pruth prepared for the field before the month of April or May, and weeks would be still needed to bring up the reserves and other appliances for a trying campaign. Should the first line be ready by the 1st of May, it would take seven weeks in attaining Shumla should Hirsova be the point of assembly, and about a week more in the case of Giurgevo; and this, too, on the assumption only that the Turks would not defend the Danube, or even attempt to retard the invaders. Major Russell calculates that less than a month would then see the Russians across the Balkans, and the junction effected with the column from the West; but even supposing no battle was fought, this time seems to us much too short, if we assign any value to the time for the advance from Adrianople to the neck of land on the Bosphorus, it would not be far from the end of August before the invaders would touch the last line of defence behind which Constantinople stands, and where, we may assume, the Ottoman Army would collect itself for a final effort. Now, during the three months, or three months and three weeks, that would be occupied by this prolonged advance, even on the most favourable supposition for the Russian Army would be exposed to the climate that ruined the force of Diobitch; it would find great difficulties in obtaining the means of subsistence in various parts of the country; it would be compelled to make large detachments to cover its communications, and to mask the fortresses which it would have found on its way to the Danube; and, accordingly, it would be greatly reduced in numbers and really effective power before it attained the scene of the decisive struggle. Making every allowance for reserves and supports, Major Russell appears to be of opinion, that about 150,000 men might be expected to reach the Chekmeged, and from what we know of the campaign of Torres Vedras, and still more, of the march on Moscow, we believe this would be a high estimate. Can we suppose that during the many weeks which would have elapsed since the war had begun, the Turks would have been so famous as not to have fortified these intrenchments, which can be rendered well-nigh impregnable, and, if so, would the Muscovite force be sufficient to carry them by assault, the only operation possible to it? If the Turkish levies were the only defenders, we might conceive that it probably would—the point, however, is very doubtful—but the Turkish Fleet, it must be borne in mind—a fact which Major Russell omits—could here certainly play an important part, by harassing and vexing the assailant's flank; and the Turkish population of the threatened city—a power by no means to be despised in the case of holding an intrenched position—would assuredly offer a savage resistance, which with other aids, might not prove fruitless. Constantinople would be still untaken, and no one can read Von Moltke's work and not see that this celebrated place, if the Ottoman Government were not overthrown and the inhabitants showed resource and spirit, could still make protracted defence against an army not prepared for a siege.

On the whole, then, an invasion of Turkey by the Danube is a critical movement, and we are far from satisfied that, though unaided, the Turks could not even now hold Constantinople against a Russian attack. Major Russell, however, does not dwell on what, in the existing state of Europe, is the most important element in this question; we shall say only a word on it. If Constantinople, and nothing else, was to be the object of Russia in a campaign, she would most assuredly fail in her purpose; the Great Powers would not allow the Imperial City to be in her hands, and, of all places, it is the most capable of a successful defence against Russian aggression. We have not space to comment on the masterly chapter of Von Moltke upon the subject, and we should add, the improvements in modern ordnance would be here all in the defender's favour; in the case of an attack, the place would be a real danger, and probably send the invaders behind the Balkans. In any case, therefore, a war with Turkey must, as far as we can see, be for the Czar a dangerous and unprofitable affair; and the grand prize which only would repay his efforts would assuredly never come into his hands. Peace, accordingly, even from her point of view, would seem to be Russia's true policy; the game of arms would not be worth the cost, in her own position and in that of Europe, and she will better promote even her own ends by waiting for what must happen at last—the final dissolution of the Ottoman Power. This event cannot be far distant; the alliances which have sustained the decaying fabric are, we have seen, not founded in the nature of things, or necessarily likely to be permanent; the independence of the tottering Power, as we have pointed out, has been long a phrase, and forces are now developing themselves which must ultimately cause the Turk in Europe to be no longer the holder of the Empire.

A WORD TO SHIPMASTERS.

The cry that our race of English mariners is rapidly and seriously deteriorating is one to which the ears of the public must have grown tolerably accustomed during the last few years. We are constantly being told that the enormous development of our merchant shipping has not been an unmixed blessing, and that although an improvement may have taken place in our ships, there has been a corresponding decline in the quality of the men who man them. The hardy tars immortalized by Dibdin are said to have been succeeded by a class inferior in ability and seamanship, and remarkable for their vices rather than their good qualities. For our own part, we think that the evil has been exaggerated, yet, if we may judge from the number and unanimity of the complaints that are being raised, it can be by no means an entirely imaginary one. We doubt whether seamen have actually deteriorated. We rather think the fault is that they have not kept pace in improvement with men of other trades; and that now, as of old, the majority of "sea dogs" would be to sea, shipowners and shipmasters all seem to think that the quality of the crew who work their vessels is at a lower ebb at the present day than it has ever before reached, and that every day the difficulty of obtaining thoroughly efficient seamen is becoming greater; but we must not forget that this has always been the cry. There always was a golden age, when men were brave and women virtuous; but whatever previous sailors may have been, there is no doubt that, as times go, many of our present seamen are very bad, and that they cause more loss of ships and life than all the "murderous shipwreckers in the world."

Bearing in mind the above considerations, we will now proceed to point out one of the

causes which would of itself, at any rate, bring good seamen down to a level with the bad, and therefore elevate the bad to an undue position. It would, perhaps, be difficult to trace the whole extent of the alleged deterioration, to any particular cause. The chances are that it has arisen from a variety of causes combined. The great development of the steam trade has, no doubt, largely assisted in lowering the standard of professional capacity and ability of our seamen. A steamship may be worked with a crew (excepting, of course, the engineers) that would be utterly worthless on board a sailing vessel, where practical knowledge and seamanship are required. But apart from this, and apart from any other cause that may have been undermining the good qualities of our sailors, there is an evil at work to which the attention of shipmasters should be especially directed, since it is one that lies solely within their own power to remedy. We refer to the almost universal practice of indiscriminately giving "V. G." discharge certificates to good and bad men alike. Rightly used, the certificates that are given to seamen on their being discharged from their vessels would become not only a means of protection to shipmasters themselves against imposition, but also the means of raising the characters of the men, by inducing them to make an effort during the voyage to gain a satisfactory discharge. Instead of this, these certificates have become comparatively useless. Their possession is by no means a guarantee as to a man's real worth, as, from the reckless manner in which they are distributed in the present day, the most incompetent lubber that ever stood on a ship's deck is almost as certain to obtain a first-class discharge as though he were a model of perfection. Hence it is that men become careless and indifferent, and discipline becomes relaxed. The most worthless characters come to look upon the "V. G." as their right, and feel themselves insulted if they are reported simply as "good." And this unsatisfactory state of things has arisen solely from the lack of a little moral courage, or from the exercise of too generous good-nature on the part of the masters of vessels. The latter feeling has, no doubt, a very deep influence in the matter. At the end of a long voyage there is a natural inclination to let bygones be bygones, and the result is the presentation of first-rate certificates to good and bad alike. This exercise of generosity is doubtless accompanied by the reflection that the donor is not likely to be troubled by his bad characters again. He has sailed with them once—he knows and will remember them—let them go where they will. And so they go, and by the aid of the "V. G." certificates he has given them the old tale of imposition is commenced again.

It must be acknowledged that the question of withholding the "V. G." certificate is not always one of merely restraining a good-natured impulse. It is not unfrequently a physical courage is necessary on the part of a master who determines to describe each man according to his worth. Some of the worst and most daring specimens of seamen are not only abusive, but actually threatening if offered anything less than first-class certificates of discharge. They have become so accustomed to receive the "V. G." that when they have to deal with a man who is sufficiently conscientious and courageous to describe them as they deserve they grow indignant at the supposed injustice, and hold out threats of violence towards their detractor. But if every master would resolve to do his duty, threats of this kind would soon become rare, and what is more, characters of this description would become equally scarce in the service. There can be little doubt that if shipmasters made it an invariable point of honour to describe each man of their crews exactly as he had been found during the voyage, the quality of our merchant seamen generally would soon show a marked improvement. But even if this were the result, the possession of a "V. G." certificate would at least be a protection against worthless incompetency, a delusion and a mockery as it is under the present system. Shipmasters are loud in their complaints against the rates of seamen they now have to work their vessels with, but we cannot impress upon them too strongly that the remedy lies in a great measure in their own hands. If they would only make a practice of issuing really honest certificates they would be laying the foundation of a reform, the necessity for which is known to none better than to themselves. They should remember that in giving a good certificate to a bad seaman they are committing a double injustice. They are injuring the deserving man by greatly lowering the value of the "V. G." certificate he has just earned, and they are deceiving—so far as the certificate possesses any real significance—the next employers of their worthless hands.

Unfortunately, there seems to be but very little esprit de corps among shipmasters on this point. Too often the little exercise of generosity that accompanies the bestowal of a false character is accompanied by the selfish reflection that if anyone suffers in consequence it will not be the given. And we have even heard of cases where masters have deliberately given false characters with a view to deceiving others, simply because they themselves had been deceived. No doubt such instances of stupid revenge as this are rare, but we have every reason to believe that the practice of conferring "V. G." characters upon worthless seamen is fast becoming a general rule. This is much to be regretted by all who feel an interest in the welfare of our merchant service. Put to their legitimate use, these discharge certificates would be a simple, yet sure, means of rewarding the deserving seaman by enabling him to select the best class of engagement, and of punishing the worthless hands; yet the attainment of all these ends is being frustrated by the shortsighted practice referred to. We are inclined to think the evil has arisen chiefly from want of reflection on the part of shipmasters. As a class, they are not men who are likely to be deterred from doing that duty by the fear of a few unpleasant words at the discharge table, and we appeal to them to remember that every time they have occasion to describe a man's character they are performing an act which is bound to have an influence, one way or the other, upon the entire class of merchant seamen. A false certificate is a direct encouragement to incompetency, and a corresponding discouragement to real merit, while a truthful description of character has the very opposite effects. These facts are so patent that it seems a work of supererogation to point them out yet, in spite of all their clearness, they seem to be running great risk of being ignored in the present day. We ask those whose business and duty it is to remember them, to bear them well in mind, and to put in mind also that for every false

certificate they give they render themselves liable to a penalty, at the same time as forgetting that the Board of Trade are now Public Prosecutors, with a Law Department of their own.—*Nautical Magazine*.

LONDON GOSSIP.

(Pioneer).

Let me tell you another recent thief story, of which the truth is known to a good many people, and which has nevertheless not yet found its way into print. The Rev. Mr. Leakey is vicar or rector of the parish of Parracombe, in I think, Devonshire. Now the church of Parracombe, though an ancient and interesting one, is for these lazy days inconveniently situated, standing, as I am told it does, in solitary dignity on the top of a steep hill. It is, moreover, now sadly out of repair. Under these circumstances the rector (or vicar) and parishioners thought that it would be a good thing, if it could be managed, to build a new church down in the plain near the inhabitants, rather than spend almost the same sum in repairing the old one, which was convenient to nobody and inaccessible to some. The Archdeacon and Bishop acquiesced, and the only remaining difficulty was to get the money. Mr. Leakey contrived to collect about £500 in the neighbourhood, but this would not go a quarter of the way to building the church; so there was nothing for it but to try to get some more money somewhere else than at Parracombe. He thought there was no place like London. A collection of two in London churches, and a few subscriptions from munificent London churchmen, and the thing would be done. Accordingly, the vicar, instead of taking his holiday to the seaside or the continent, determined to devote it to pious mendacity in the metropolis. Armed with letters of introduction and recommendation from the Bishop, Archdeacon, and Rural Dean, as well as from private friends, to influential or charitable people in London, and probably provided with one or two moving sermons, which he hoped to be allowed to deliver from London pulpits, he started via Bristol for the modern Babylon. At Bristol he had to change trains, and there he saw with his own eyes his portmanteau safely shifted into the luggage van of his new train. That was the last he ever saw of it. On looking for it among the passengers' luggage at the Paddington station, it was not to be found. The next six and thirty hours were spent chiefly in telegraphing (vainly) to Bristol about his portmanteau, and with more result to Parracombe for an alternative supply of linen and clerical uniform. But the loss of the introductions, recommendations, and list of likely donors was for the moment irreparable. An attendant all he could do was to write down from memory such names and addresses as he could recollect, and make his calls without the assistance of his letters of introduction. On the second day, therefore, after his arrival in London, he courageously sallied forth, less satisfied (we may be permitted to conjecture) with the correctness of his clerical costume than he might have been but for the loss of that portmanteau, and paid his first visit to a clergyman of distinction with whom he had some previous personal acquaintance. The latter, on hearing Mr. Leakey's account of his loss, kindly volunteered to accompany him to one or two of the addresses for which he was bound. It was very lucky he did, or Mr. Leakey might have found himself in a very equivocal position. The first visit they paid was to the incumbent of a fashionable chapel-of-ease with whom Mr. Leakey's friend was acquainted. But on Mr. Leakey's name being mentioned on introduction, the gentleman on whom they were calling called out:—"Why, bless me! a gentleman calling himself Mr. Leakey came yesterday asking for the use of my pulpit to preach the cause of his parishioners at Parracombe who wants a new church. Who was he? Is he a brother of yours?" "No, indeed," said Mr. Leakey, "I believe he was only the gentleman who has stolen my clothes." And then he told the story of his portmanteau. "Well, really!" exclaimed the London incumbent. "I remember now that I thought his views on some church matters rather dishevelled. But he brought such strong letters from Bishop Temple, and his (or rather your) archdeacon that I could have no suspicion as to his respectability. I told him that I could not give him a Sunday for purposes of collection for months to come; and so I made a shabby compromise (as I thought it) by giving him a couple of guineas on my private account." I might continue this story, but I have already been so long-winded over it that I had better conclude it here.

While, however, I am on the subject of thieves I must do justice to their occasional politeness and consideration. A connection of mine, a young and well-to-do widow, had her pocket picked a week or two since. Her loss consisted of a seal-chain purse containing two sovereigns and some silver, a card-case, a small key, and a ticket of the Civil Service Co-operative Stores. The next day she received an envelope duly stamped containing the key and the Co-operative Store ticket, neatly folded in paper. The thief had evidently thought the want of these articles might put her to inconvenience. I call that man a very superior person for his profession. Of course he had not considered it necessary to return the money. Nor was it. As I have said, the lady is very well off, and the loss of a couple of pounds did not distress her, but she was greatly disturbed by the retention of her card-case. "It is so horrid," she said, "to think of those people having one's cards. There is no knowing what use they may put them to. I think I shall have to leave my house."

LITERARY DASH.

A great deal of brilliant work has been done at a dash, and is still done. Byron wrote "The Corsair" in ten days, at the rate of two hundred lines a day, and sent it to press as it was written, publishing it with hardly a correction. Lopes de Vega wrote three hundred dramas for the stage in one hundred days, upon the principle upon which an athlete now and then walks one hundred miles in one hundred hours; and it has been reckoned that the average amount of his work was nine hundred lines a day. Voltaire wrote "Zaire" in three weeks, and "Olympie" in six days; Dryden wrote his "Ode to St. Cecilia" at a sitting. The finest of Elizabeth Barrett Browning's poems, "The Lady Geraldine's Courtship," was written in twelve hours. It was written to complete the original two volumes of her poetry, and to be sent out with her proofs to America at a dash in this case. "What do you think of Olympie?" Voltaire asked one of his friends after the work was published; "I

wrote it in six days." "You should not have rested on the seventh day," was the answer, and the answer was wise as well as witty. Shakespeare was not one of those slap-dash workers; and Shakespeare, with his thirty-four plays, has conquered the world. Dickens, when he intended to write a Christmas story, shut himself up for six weeks, lived the life of a hermit, and came out looking as haggard as a murderer. Tom Moore, with all his effervescence and sparkle thought it quick work if he added seventy lines to "Lalla Rookh" in a week, although living out of the world in a writing box in the Peak. Planche produced his burlesques at an equally slow rate, thinking ten or thirteen lines a day good work. The author of "Castle" and "School" was one of the slowest of workmen. Even Albany Fonblanque often wrote his articles in the *Examiner* six times over before he thought them fit to go to press—and sometimes ten times over. Hepworth Dixon, it is said, wrote and re-wrote his "Two Queens" eight times. That exquisite trifle of Kinglake's "Eothen," was re-written five or six times and kept in his desk almost as long as Wordsworth kept "The White Doe of Rylstone," and kept like that to be taken out for revision and correction almost every day. And that is the way in which good honest work—work that is to be read to-morrow and the day after to-morrow—must be written. Scotts and Scribbs only turn up once in a century.

The literary and scientific world may be interested to learn that Shakespeare's "Julius Caesar" has been translated into Telugu by Vaidya Vasudeva Sastri. The Curator of Books informs us that this is "the first and a fair attempt" at a metrical translation of Shakespeare into this language.

THE *Great Eastern* is once more to be fitted out for sea. She will, it is said, carry cattle from America to England. This trade is one of great magnitude, as is shown by the fact that in the second week of February no less than 1,200,000 lbs. were sent to Liverpool from New York. The only question as to the efficiency of the *Great Eastern* is as to the return cargo. She will find it impossible to compete with smaller vessels, which are always sure of a full cargo going and coming.

The King of Burmah is said to be about to establish a paraffin oil manufactory at his capital. We are also told that he intends starting garrises at Mandalay, and that forty will be shortly imported from Rangoon to ply between the steamer's anchoring place and the Royal City.

A LETTER from St. Petersburg in the *Allgemeine Zeitung* says that the Grand Duke Nicholas has issued an order of the day which is interesting as an indication of the efficiency of the Russian troops on the Pruth. In the middle of last month the Grand Duke ordered one of the cavalry brigades under his command to make a forced march from Kischineff to Odessa. The brigade, led by the chief of the general staff, and accompanied by a battery of Don Cossacks, left the headquarters of Kischineff on the 12th of February, and after a three days' march, it arrived at Odessa on the 14th, at 2 p.m. The length of this march was 178 kilometres, ninety of which were completed on the first day, and the whole distance would have been performed in two days if the weather had not been so unfavourable, the soldiers marching nearly the whole time in a storm of wind, hail, and snow, and on roads slippery with ice. Notwithstanding all these difficulties, the troops showed no signs of fatigue, and not a single man fell out. The Grand Duke Nicholas, in the order of the day, after referring to the result of the experiment, and says that "it is only such troops as these that would be fully equal to the performance of one of the most important tasks of cavalry—namely, to appear before the enemy and beat him where they are least expected." The Grand Duke, who has for many years been Inspector-General of Cavalry, is known to be very partial to that arm of the service, and it is believed that if war should break out he will so arrange his strategical manoeuvres as to give the widest possible scope for the employment of the large cavalry force under his orders.

Quotations.

HONGKONG, May 15, 1877.

OPIMUM—New Patna, cash...	\$605
Old Patna, cash...	570 a 575
New Benares, cash...	570
Old Benares, cash...	557 a 560
New Malwa, cash...	567
Old Malwa, cash...	572
Allowance Tael, 12 a 24	
Old Malwa, cash...	595
Allowance Tael, 40 a 60	
CAMPORH...	18.80 a 18.60
QUICKSILVER...	59 a 60
SALT-PETRE...	6 a 6.60

Exchange.

Bank, on demand...	3/11
30 days' sight...	3/11
6 months' sight...	4/08
Credit...	4/08
Documentary, 6 months' sight...	4/08
Bombay...	2/26
Calcutta...	2/26
Shanghai, demand...	7/2
30 days' sight...	7/4
Bar Silver, 17 dwts. B...	84 prem.
Mexican...	3
Gold Leaf...	25.80
English Sovereigns...	4.98
Australian Sovereign...	7.4.98
Discount...	7 a 9

Shares.

Hongkong Bank, 21 p cent.	
Union Ins. Society of Canton, 7/50	
China Traders' Ins. Co., 52 4/5	
Chinese Insurance Co., 52 3/4	
H.K. Fire Ins. Co., 53 3/4	
China Fire Ins. Co., 54 1/4	
H.K. & W. Dock Co., 35 p cent.	
H.K. & M. S. S. Co., 9 p cent.	
Shanghai Steam Navigation, 1/4 3/4	
Hongkong Gas Co., 8/5	
Hongkong Hotel Co., 4/5	
Chinese Imperial Loan, 1/103	

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, May 15, 1877.

BAROMETER—9 A.M.	30.078
Do. 4 P.M.	30.060
Do. 1 P.M.	30.040
Thermometer—9 A.M.	84
Do. 4 P.M.	84
Do. 1 P.M.	84
Do. (Wet bulb) 9 A.M.	81
Do. 4 P.M.	81
Do. 1 P.M.	82
Do. Maximum...	82
Do. Minimum over night	80

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
 AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
 Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.
 TO CHARGE FOR POLICY FEES.
JAS. B. COUGHRIE,
Secretary.
 Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
 CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
 If required, protection will be granted on first claim lives up to £1000 on a Single Life.
 For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.
Agents Hongkong & Canton.
 Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.
 THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.
MELOHERS & Co.,
Agents, Royal Insurance Company.
 Hongkong, January 4, 1867.

CHINESE INSURANCE COMPANY. (LIMITED.)
NOTICE.
 POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
 Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.
 THE Undersigned are prepared to grant Policies against Fire to the extent of £45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.
NORTON & Co.,
Agents.
 Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
 Incorporated by Royal Charter and Special Acts of Parliament.
 ESTABLISHED 1809.
 CAPITAL £2,000,000.
 THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.
GILMAN & Co.,
Agents.
 Hongkong, July 6, 1875.

THE LONDON ASSURANCE.
 INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A.D. 1720.
 THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
 Marine Department.
 Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.
 Fire Department.
 Policies issued for long or short periods at current rates. A discount of 20% allowed.
 Life Department.
 Policies issued for sums not exceeding £5,000 at reduced rates.
HOLLIDAY, WISE & Co.,
 Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.
 THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.
 A Discount of 20% allowed.
HOLLIDAY, WISE & Co.
 Hongkong, January 3, 1876.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
 THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.
HOLLIDAY, WISE & Co.
 Hongkong, October 14, 1868.

Mails.

STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;
 Also,
Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ZAMBESI, Captain SIMONS, will leave this on SATURDAY, the 19th May, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
 Hongkong, May 11, 1877. my19

COMPAGNIE DES MESSEGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;
 Also,
PONDICHERY, MADRAS, CALCUTTA AND BOMBAY.

ON SATURDAY, the 26th May, 1877, at Noon, the Company's S. S. **MEIKONG**, Commandant FOACHE, with MAELS, PASSENGERS, SPOILS, and CARGO, will leave this Port for the above places.

Cargo and Speed will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m., and parcels until 3 p.m. on the 26th May, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
 Contents and value of Packages are required.
 For further particulars, apply at the Company's Office.
H. DU POUEY,
Agent.
 Hongkong, May 13, 1877. my28

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "**OCEANIC**" will be dispatched for San Francisco via Yokohama, on MONDAY, the 28th May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.
 Freight will be received on Board until 4 p.m. of the 27th inst. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.
 Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.
 For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
 Hongkong, May 15, 1877. my28

Intimations.

AH YON, SHIP'S COMPELORE AND STEVEDORE,
 No. 57, Praya West.
 SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.
 Of the best quality and at the shortest notice.
 Hongkong, May 1, 1876.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued daily instead of tri-weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisements.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address
MR. CHUN AYIN,
Manager.
 China Mail Office,
 17th February, 1874.

Intimations.

KWONG HING CHEUNG & Co., COAL MERCHANTS.
 Have always on hand for Sale every description of COAL at Moderate Prices.
 Mr. ARYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAR JACK, at 30, Hing Lung Street, will receive immediate attention.
 Hongkong, March 18, 1877. mcl9

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 20 per cent. on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,
Manager.
 Hongkong, February 23, 1874.

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAVA WEST, HONGKONG,
 Near the Canton Steamer's Wharf.
 Hongkong, July 13, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.
Canton.—Sing Chuen Native Post Office, Lun Hing Street; Ohn Heng Low Hotel, Lun Hing Street; Kwong Tin Fat Shop, Yan Teal Street; Mr. Sit Chuen Fan, Tung Wen Kwang; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heng Shop, Sin Cheong, Honam.
Szeatun.—Sui Cheong Hong; Woh Shun Loong Hong.
Amy.—Chin Cheong Hong, Mook Kek Street.
Foochow.—Mr. Yu Ching Cheong, Foo chow Arsenal; Mr. Lum Kwok Ching, Maritime Customs.
Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Chuen, Maritime Customs; Mr. Chuen Sing Hoi, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kuei shop.

Ningpo.—Mr. Sung Min Chee, Maritime Customs.
Hankow.—Yee Hing Hong.
Chefoo.—Yee Shun Hong.
Japan.—Mr. Leong Chun Tong, Municipal Office, Yokohama.
Saigon.—Wohang Hong.
Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.
Penang.—Yow Wing Fong; Argus Office.
Calcutta.—Mow Sing Company.
San Francisco.—Kwong Poong Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

NEWS FOR HOME.

The Overland China Mail.
 (The oldest Overland Paper in China.)
 PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

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Butcher Meat.

Bacon, English, lb. 450 400
 " Ame. Sugar cured, 300 250
 " Footsow, 160 140
 Beef, sirloin and prime cut, 160 150
 Beef Corned, 150 140
 " Soup, 100 90
 " Steak, 140 150
 " Suet, 60 50
 " Tongue, fresh, each, 275 250
 " " corned, 320 300
 " Head, 600 500
 " Heart, 150 140
 " Hump, Salt, 110 100
 " Feet, 50 40
 " Kidneys, 60 50
 " Tail, 100 90
 " Liver, 80 60
 " Tripe (undressed), catty 50 40
 " Calves' Head and Feet, set 500 400
 " Hams, American, lb. 300 280
 " Chinese, 180 170
 " English, 380 340
 " Mutton Chop, 180 160
 " Leg, 190 180
 " Shoulder, 140 130
 " Liver, 130 120
 " Pig's Chittlings, catty 60 50
 " Feet, 100 90
 " Fry, 110 100
 " Head, 90 80
 " Heart, 60 50
 " Kidneys, 80 70
 " Liver, 100 80
 " Pork, Chop, catty 150 140
 " Corned, 130 120
 " Leg, 150 140
 " Fat or Lard, 110 100
 " Sheep's Head and Feet, set 340 320
 " Heart, 60 40
 " Kidneys, 80 70
 " Sucking Pig, 1750 1000
 " Veal, 140 120

Fowl.

Capon, catty 250 220
 Ducks, catty 120 110
 Eggs, Hen, doz. 100 —
 " Duck, 100 —
 " Salt, 120 —
 Fowls, catty 180 160
 Geese, 120 110
 Partridges, each 350 300
 Pigeons, Canton, Hvs, pair \$2.00 —
 " Pigeons, 150 140
 Quail, 100 90
 Rabbits, 800 500
 Teal, 350 300
 Turkeys, Cook, catty 700 650
 " Hen, 450 400
 Wild Duck, each 600 —

Fish.

Bombay Ducks, new per hundred 350 300
 Bream, catty 100 90
 Carp, 80 70
 Coddish, Salt, lb. 160 150
 Crabs, catty 120 100
 Cattle Fish, 80 70
 Dace, 100 90
 Eels, Congor, 80 60
 File Fish, 60 50
 Fresh Fish, Large, 130 120
 " Small, 90 80
 Frogs, 250 200
 Garoupa, 180 160
 Herrings, 100 80
 " smoked, box \$1.00 —
 Lige Fish, catty 140 120
 Mackerel, 80 70
 Mango Fish, 160 —
 Mullet, 100 80
 Oysters, 140 130
 Parrot Fish, 140 130
 Perch, 80 70
 Pomfret, 160 140
 " Black, 80 70
 Prawns, 160 130
 Ray, 160 140
 Roach, 180 —
 Rock Fish, 130 120
 Salmon, Canton, 100 90
 Salt Fish, 120 100
 Shark, young, 80 70
 Shrimps, 70 60
 Skate, 80 70
 Snappers, 120 110
 Snipe Fish, 90 —
 Sole, Fresh, 120 100
 Tench, 80 70
 Turbot, Small, 400 350
 White Salt, 40 30

Vegetables.

Asparagus, tin 450 400
 Bamboo Shoots, catty 100 80
 Beans, sprout, 20 14
 " Broad, 80 70
 " French from Macao, 60 50
 Beet Root, 15 12
 Bitter Squash, catty 140 —
 Brascas, 12 10
 Cabbage, White Canton, 30 25
 " Common, 10 8
 " Hongkong, each 70 30
 " Macao, 70 30
 " Turnip, Bohl each 10 8
 " red for pickling, 80 50
 Carrots, Salt, catty 20 —

Carrots, Fresh, English catty 40 30

Camellflower, each 80 30

Celery, Chinese, catty 20 —

Celery, English, 70 40

Cucumbers, 30 20

Chilies, Dried, 100 —

" Mixed, 80 70

Curry Stuff, English, 40 30

Egg Plant, 60 50

Garlic, (bulb) dried, 40 30

Ginger, 30 20

Greens, White, 10 —

" Winter course, 20 15

Green Sprouts, 15 10

Green Peas, in shell, old, 80 60

" young, 40 30

" Home Radish, 'Shai, 300 250

Lettuce, Chinese, 20 —

" English, head 10 —

Mint, bunch 15 10

Mushroom, dried, catty 750 650

Onions, Bombay, 100 60

" Green, 20 —

Parley, Chinese, 60 50

" English, bunch 10 5

Potatoes, Macao, catty 30 20

" Californian, 30 25

" Sweet, 12 10

Pumpkins, 20 15

Radishes, 30 20

Scallions, catty 25 20

Shalots, 35 30

Sesamum, 120 100

Spinach, 40 30

" Common, 25 20

Squash, bottle 50 —

Taro (U Tau), 20 —

Tomatoes, 120 80

Turnips, Salt, 20 15

" Chinese, catty 15 10

Vegetable Marrow, 90 —

Water Lily Roots, 40 30

Water Cress, bunch 20 10

Yams, catty 80 20

Fruits.

Alouries, catty 60 50